

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
FOR THE MIAMI URBANIZED AREA

A G E N D A

WEDNESDAY, FEBRUARY 27, 2002 AT 7:00 P.M.

SOUTH MIAMI COMMISSION CHAMBERS
6130 SUNSET DR.
SOUTH MIAMI, FLORIDA

I. APPROVAL OF MINUTES:

{ MEETING OF JANUARY 30, 2002

II. PRESENTATIONS:

A. SR 836 CORRIDOR BIKE TRAIL - R. Cortez, PBS&J

III. DISCUSSION ITEMS:

A. EAST COAST GREENWAY ROUTE SELECTION - J. Colvard

B. GRAND AV. WORKSHOP PLAN - D. Henderson

C. MARCH, NOVEMBER AND DECEMBER MEETING DATES - D. Henderson

IV. INFORMATION ITEMS:

A. MDT BIKE PARKING STUDY - C. Haglein

B. JANUARY PROGRESS REPORT - J. Manzella

APPROVAL OF AGENDA		<p>DH: RP is here to speak today on Environmental Education and a Solar Energy event.</p> <p>JeffC: Would like to discuss the Rickenbacker project, which was revived by the Chair's presence at the last MPO meeting.</p> <p>LS: Hearing no objections the Agenda was approved, as amended.</p>
APPROVAL OF MINUTES	-	<p>BS: <i>Motion to approve the 1/30/2 Minutes; seconded by LS; vote: unanimous.</i></p>
836 CORRIDOR BIKE TRAIL	-	<p>TG: This is a funded MDX project, the RFP has been sent out. <i>Hwy 836 will be extended from the HEFT to NW 137 Av.</i> MDX did a reevaluation of FDOT's 1993 EIS. EN is in charge of MDX's Enhancement Program. Kitty Roedel has been an integral part for incorporating ped/bikeways in this project. There are 3 phases; the first includes a noise-wall, which eliminates the possibility of including a bikeway, as identified in the <u>Bicycle Master Plan</u> and <u>East-West Corridor Study</u>. The second phase, from HEFT to NW 137 Av. is also out to bid. The third phase includes a toll plaza and bikeways.</p> <p>JL: <i>These projects should be completed by 2006.</i></p> <p>EN: Bikeways are an intricate part of this project, along with landscaping. Unfortunately, drainage constraints for expressways hinder bikeway accommodations.</p> <p>JL: NW 12 St. has two sets of 11' and 14' lanes, which would serve as a shared-use facility. ROW is so limited that the sidewalk is only on one side.</p> <p>EN: A railroad next to MDX ROW also hinders bikeway development.</p> <p>JeffC: Not sure if there will be 14' outside lanes on NW 12 St.</p> <p>JL: The project will go under the HEFT; which means the bikeway will be eliminated, due to limited ROW. FDOT doesn't want any more R/R at-grade crossings.</p> <p>JeffC: Perhaps a bikeway could fit south of the tracks and north of the extension.</p> <p>JL: It may fit; but, that is not MDX ROW.</p> <p>TG: That section is already in the design/build phase. <i>The team could review the possibilities again, before it is built.</i></p> <p>JL: <i>Public Works could revise the typical section for NW 12 St. to include 4' bike lanes instead of the wide outside lane.</i></p> <p>TC: That would connect the proposed trail on NW 137 Av. to the bikeways planned east of NW 107 Av.</p> <p>EN: East of NW 107 Av., the bikeway could be on either the north or south side. A canal makes a southern bikeway difficult, but not impossible.</p> <p>JL: In some places canal culverts are proposed, with bikeways on top.</p> <p>TC: The north side is industrial and the south - residential. Inquired which would be the BPAC's preference for a bikeway.</p> <p>LS: The south side seems reasonable.</p> <p>JeffC: <i>The team should work with Public Works to provide a transition to the new bridge on NW 97 Av. to get to Fontainebleau Blvd.</i></p> <p>DH: Inquired if an extension, east of NW 87 Av. was being considered.</p> <p>JL: When those plans go to design, it will be considered. But, that project has been under design for 10 years; and, is expected to cost over \$350 million, because of all the bridges.</p> <p>TC: The TARC and other agencies have been stressing more bikeway connections, so these considerations would be done. Although the bikeway stops at NW 107 Av., if an East-West Metrorail is built, a bikeway could be part of the design further west. <i>Will come back with typical section showing the bikeway.</i></p> <p>JeffC: Bikeways require 14' to allow clearance.</p>

		<p>LS: Suggested the team review the Pinellas Trl. as to striping to separate bicyclists, skaters and pedestrians.</p> <p>JeffC: <i>Will review the NW 12 St. projects to determine if anything can be done to better accommodate bicycle travel.</i> When a project overlaps the North Dade Greenways Plan, the dept. tries to provide accommodate cyclists. <i>MDX should use the north side, west of NW 107 Av., utilizing their own bridge for a bikeway.</i> That brings workers into the industrial area. Providing the additional embankment for future use is advised.</p> <p>JL: The bridge will be designed to accommodate a future 6-laning.</p> <p>BH: Cantilevers and culverts should be kept in mind where ROW is constrained.</p> <p>TC: Another project: the Central Parkway has a lot of potential for bikeways.</p> <p>JeffC: Signalization may have to be introduced at places where there is none now.</p> <p>TC: Two months from now, there may be something to report.</p>
RICKEN-BACKER CSWY.	-	<p>JeffC: When the Chair came to the last MPO meeting, he had an impact. Although the Board didn't say anything, the Minutes were transmitted to the Public Works Dept. Now, staff is moving forward on this project.</p> <p>BS: Inquired when "Share the Road" signs will begin being installed.</p> <p>JeffC: <i>They will be used with this project.</i></p> <p>TS: He has seen some yellow signs in other places that really stand-out.</p> <p>JeffC: Those are very expensive. A Federal policy mandates that all signs for a particular facility must be changed, instead of just one. These colors are for non-motorized use.</p>
EAST COAST GREENWAY ROUTE SELECTION	-	<p>DH: JohnC left, due to a need to care for his sick child. The ECGA wants the BPAC to provide a workshop at a later date to map-out a route through Miami-Dade.</p> <p>LS: Perhaps this could be combined with the Grand Av. workshop.</p> <p>DH: There was a workshop last Spring, with a lot of different ideas.</p> <p>BH: Miami Beach would like to have the Atlantic Trl part of the ECG.</p>
MDT BIKE PARKING STUDY	-	<p>CH: He is a bicycle commuter, logging in nearly 4000 miles last year. Rail stations, bus stations and 10 park-n-ride lots are the focus for improved bicycle parking. Various cities with notable bike parking were researched, as well as bike stations: valet parking/repairs while cyclists are working. There are many types of racks. He handed-out surveys. Preliminary notices were distributed around Metrorail stations. The survey asks how cyclists feel about existing parking, their commute route, and demographics. Bike counts are being performed at stations. <i>The survey (in 3 languages) will continue for the next few weeks. Management of parking will be reviewed as well.</i> The first count showed 127 bikes at stations (not including locker renters); the second - 107. Most of these are the same people. We can't assume all locker renters are cyclists. Vagabonds may be discouraging more rentals. Racks at many stations: Dadeland South, Coconut Grove, Hialeah do not accommodate all the cyclists. Many racks are broken.</p> <p>LS: Had a bike stolen from South Miami station.</p> <p>CH: Coconut Grove has U-racks. These are preferred. Some racks have abandoned bikes. The guards feel there should be swifter action to get rid of these. Often cyclists have to use signposts or gates. Many lockers have been pried-open. Sometimes lockers are out of view from the guards. Preliminary review shows a definite need for better parking. Cyclists are upset of the conditions. Signage on trains and in stations is lacking.</p> <p>JeffC: <i>This information should be brought to the TPC;</i> the MDT Director is a member.</p> <p>CH: <i>He will use a latent demand model to determine any increase of cyclists using</i></p>

		<p><i>racks/lockers if conditions were improved.</i> Often times racks are already full at 7 a.m.</p> <p>BS: Someone locks their bike to a sign in the median of US-1; presumably to deter theft.</p> <p>CH: Starlight media has a program with Bike Lids. They will provide the containers for free, paste ads to the lids, and share the profit. Within 2 months, profits are realized.</p>
GRAND AV. WORKSHOP	-	<p>LS: There have been a couple of meetings where it was determined by a small group that bike lanes are not necessary. The last meeting degenerated into an east/west Grove fight. Public Works says they will design whatever the community wants. Commissioner Morales isn't in favor of bike lanes.</p> <p>BH: Inquired about motor vehicle parking impacts.</p> <p>JeffC: There aren't any in either design: minimum 8' sidewalks with bike lanes or 10' sidewalks only. Tables and chairs would require more than 10' and parking would be lost.</p> <p>DH: The roadway is being reduced in lanes.</p> <p>LS: <i>The next BPAC meeting will be held at the community center on Douglas Rd. Grand Av. will be the only topic. Several people will be invited.</i> Residents of the Grove are important. Economic development into the West Grove is a main concern.</p> <p>BH: Inquired if Grand Av. is an important route for distance cyclists.</p> <p>TS: No; but, it could be for commuters, school kids and the locals.</p> <p>BS: There are many local residents zig-zagging all over using this roadway. They ride all day/night. Bike lanes will put them in proper placement.</p> <p>JeffC: At the western end of this project, a simple stripe would lead cyclists all the way to the M-Path. The eastern end of this project could easily be connected to Route 1. Potentially, a western link could lead along Blue Rd. which has a lot of ROW and connects to the FEC R/R: a strong contender for a north/south greenway.</p> <p>BH: The Grove neighborhood establishments should be supportive of this project. It supports new urbanism in a down-scaled community. Perhaps a 4' sidewalk on the north side and wider on the south would be welcomed, thus creating a plaza effect.</p> <p>JeffC: This is not the case; some members of the neighborhood groups are opposed to bike lanes altogether. Also, the two-way bicycle traffic on the very wide sidewalk would create hazardous conditions. There are many driveways/intersections on the south side.</p> <p>TS: Inquired about crash statistics.</p> <p>JM: There were only 5 crashes in that area and they aren't considered severe.</p> <p>JeffC: That is with the current design, where motorists can pass cyclists in another lane.</p> <p>TS: Once a lane is eliminated, parents may not let their children bike to school. The business community may not be convinced that bike lanes help. Inquired whether the UofM consultants were told what to design, or if it is their analysis of what was needed.</p> <p>JM: The community group supporting wide sidewalks consisted of only six people.</p> <p>TS: <i>The BPAC should argue for the overall policy to provide bike accommodations.</i></p> <p>LS: They will argue that Sunset Dr. and Miracle Mile don't have them.</p> <p>TS: There has to be commitment, or else the Redlands and any greenspace will be lost too. Miami-Dade has to support cycling, and that means sacrificing other's point of view.</p> <p>DH: Sunset Dr. was turned over to South Miami from FDOT.</p> <p>JeffC: Also, the Public Works Dept. didn't have a Bicycle Coordinator.</p> <p>LS: Those were city projects; this is funded in great part by the County. <i>The BPAC has to be strong on it's commitment.</i></p> <p>BS: <i>The advantages must be presented.</i></p> <p>TS: Education is important.</p> <p>JeffC: In TND, there is a lot of literature mentioning bicycles; but in the designs, there</p>

		<p>isn't much that really accommodate their mobility. Very narrow streets make cars go slow, but no one agrees where bicycles belong. When the new urbanists were in school, bikes belonged on the sidewalks.</p> <p>TS: Inquired on how to update the oppositions' education at this meeting. <i>The first question should be the role of the bicycle in the community</i></p> <p>JeffC: <i>Ask them where bikes belong, then give them arguments against sidewalk riding.</i></p> <p>JM: <i>Make the point that dining tables will hinder movement and dining will be restless.</i></p> <p>TS: <i>Ask them if it is realistic for cyclists to travel on sidewalks to go long distances.</i></p> <p>JeffC: This was asked; Ms. Zyberk replied: cyclists should use other residential roads.</p> <p>DH: Challenging education professionals is not a correct way to approach a dialog. The residents need to be educated. Bicycling is part of the Grove culture. This project can hamper their mobility along a major corridor.</p> <p>BH: Cyclists will not go away because there isn't a bike lane.</p> <p>LS: Asked BS to become part of the dialog at the meeting as a resident.</p> <p>BS: Hesitant to do so.</p> <p>DH: Lee Marks' name has been brought-up. <i>He will contact him.</i> Planning ahead is a major factor. <i>The Commissioners' staff should be contacted beforehand, as well as the redevelopment agency.</i> There is a conception that wide sidewalks are best for businesses and bike lanes are for drug dealers on bikes.</p> <p>BS: <i>The pros and cons need to be outlined.</i> He believes bike lanes will prove to be best.</p> <p>JeffC: Ms. Zyberk has created an impression that the sidewalks will be narrower than they are now. <i>This has to be corrected.</i></p> <p>BS: Inquired what the community group will consist of.</p> <p>DH: <i>The business community/property owners will be contacted, as well as residents.</i></p> <p>BH: Perhaps BS would consider writing a letter to the local newspaper.</p> <p>DH: Other media could be contacted.</p> <p>BS: <i>Willing to write a letter with help from the BPAC.</i></p> <p>LS: Mr. Hannigan is inviting a Trauma Center nurse who is a Grove resident.</p> <p>BS: <i>Contact the neighborhood policing unit to voice their opinion.</i></p> <p>LS: <i>The bike patrol should be invited.</i></p> <p>DH: The earliest Commissioner Morales will bring the Grand Av. issue before the MPO is April 25th. The BPAC workshop could be held on April 3rd.</p> <p>JeffC: <i>This issue should be brought to the April 8th TPC, after the community meeting.</i></p> <p>BPAC: <i>Consensus to hold workshop on April 3, 2002.</i></p> <p>DH: <i>Bike counts, at schools, etc. will be done prior to this.</i></p> <p>BH: <i>Determining how the design will affect ridership, injuries, etc. should be done.</i></p> <p>JeffC: <i>Take a neighborhood poll: how many favor the road design just west of Douglas.</i></p> <p>LS: <i>The East and West Grove Councils should be contacted.</i></p> <p>BH: Perhaps Lew Sayre can speak as a Safety specialist. <i>Managers of the major retail outlets should be contacted.</i> Some of their staff bike to work, and cyclists shop there.</p> <p>RP: <i>The idea of allowing more children to bike to school should be stressed.</i></p>
MARCH MEETING DATE	-	<p>DH: The Passover holiday was overlooked when reviewing the 4th Wednesday of each month for meetings.</p> <p>BPAC: <i>Consensus not to have a meeting in March.</i></p>
MISCEL-LANEOUS		<ul style="list-style-type: none"> • RP: He is inviting the BPAC to an organized ride to MetroZoo. He is unsure how to bring a large group on bikes without someone getting hurt. <i>He would like BrianH. to hold a bicycle rodeo at this event (7th Annual Solar Energy Celebration, Nov. 23rd).</i> He

	<p>is impressed with the BPAC's efficiency. The bicycle is a symbol of appropriate technology; he prefers walking. He is putting a proposal together for the Dept. of Energy for an Solar Energy Olympics. Transportation is the #1 energy consumer.</p> <p>JC: Suggested a solar-powered soapbox derby.</p> <p>RP: <i>There should be a bicycle showcase somewhere, similar to Gold Coast R/R Museum.</i> He commuted by bike during elementary to senior school here in Miami. His daughter walks to school in the Doral area. There are a lot of events scheduled for Earth Day; <i>bikes should be complementing these by getting people to convene by bike, etc.</i></p> <p>JeffC: The old path leading to MetroZoo was connected to the new S. Dade Trail.</p> <p>RP: It would be great for cyclists to come down on Tri-Rail, Metrorail, bus, etc. He would like to attend more meetings.</p> <p>LS: The BPAC is looking for new members.</p>
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{ The meeting was adjourned at 9:30 p.m.